Amendments to the Specification:

Please amend the specification as follows:

Please replace paragraph numbers 0003 to 0005 with the following rewritten paragraphs:

According to a typical line-pressure controlling method, when controlling the line pressure through a duty valve, it is detected in a range in which a maximum input load out of the engine is transmitted with the V-belt held by the centrifugal pressure generated by the high-speed rotation of the pulleys. When the range is detected, a lower limit of the duty ratio is switched from a lower limit of a linear response to a minimum ~~of a~~ numerical value, thus securing the responsivity of line-pressure control and the range of shift-ratio control.

In order to appropriately control ~~controlling~~ the line pressure in accordance with the input torque out of the engine, the actual engine torque should be estimated to determine an estimated-torque value. There are two methods of determining the estimated torque. The first method is based on an input value of a target torque signal obtained from the engine rotation in accordance with vehicle operating conditions and a target shift ratio of the CVT. The second method is based on an input value of an actual torque signal obtained by measuring the actual engine torque.

It is the second method that has been adopted typically. The second method is favorable in that an input value of the actual torque signal provides a correct value corresponding to the actual engine torque, but unfavorable in that input of the actual torque signal is delayed ~~delays~~ as compared with that of the target torque signal. This results in a problem that a time lag from input of the actual torque signal to the line-pressure control and pulley operation, particularly, a response time lag of a hydraulic system, cannot be covered sufficiently.

Please replace paragraph number 0018 with the following rewritten paragraph:

A shift-control hydraulic circuit 11 controls output of the primary-pulley pressure Ppri and the secondary-pulley pressure Psec as well as output of the engagement pressure of the forward clutch 7b to be engaged when selecting the forward driving range and the reverse brake 7c to be engaged when selecting the reverse range. The shift-control hydraulic circuit

11 carries out such control in response to a signal of a transmission electronic control unit (ECU) 12. Thus, the transmission ECU 12 receives a signal of a primary-pulley rotational-speed sensor 13 for sensing a primary-pulley rotational speed Npri, a signal of a secondary-pulley rotational-speed sensor 14 for sensing a secondary-pulley rotational speed Nsec, a signal of a primary-pulley pressure sensor [[15]] 15b for sensing a primary-pulley pressure Ppri, a signal of a secondary-pulley pressure sensor [[16]] 15a for sensing a secondary-pulley pressure Psec, a signal of an accelerator opening sensor [[17]] 16 for sensing an accelerator-pedal depression amount APO, a selected-range signal of an inhibitor switch [[18]] 17, a signal of an oil-temperature sensor [[19]] 18 for sensing a shift-operation oil temperature TMP, and transmission input-torque related signals, such as engine speed and fuel injection time, of an engine electronic control unit (ECU) [[20]] 19 for controlling the engine 5.

Please replace paragraph number 0019 with the following rewritten paragraph:

FIG. 2 shows the shift-control hydraulic circuit 11 and the transmission ECU 12. First, the shift-control hydraulic circuit 11 is described. The hydraulic circuit 11 comprises an oil pump 21 driven by the engine 5, a hydraulic passage 22 to which the oil pump 21 supplies hydraulic oil or medium, and a pressure regulating valve 23 for controlling the pressure within the hydraulic passage 22 at a predetermined line pressure P_L. The line pressure P_L within the hydraulic passage 22 is controlled by a pressure reducing valve 24 and supplied to the secondary-pulley chamber 3c as secondary-pulley pressure Psec on one hand, and it is controlled by a shift control valve 25 and supplied to the primary-pulley chamber 2c as primary-pulley pressure Ppri on the other hand. The pressure regulating valve 23 controls the line pressure P_L in accordance with the drive duty for a solenoid 23a, whereas the pressure reducing valve 24 controls the secondary-pulley chamber Psec in accordance with the drive duty for a solenoid 24a.

Please replace paragraph number 0027 with the following rewritten paragraph:

At the step S105, an upper limit of torque ~~toque~~ is calculated. Specifically, comparing an actual torque signal or second torque signal read in the memory separately from the target torque signal with the target torque signal, a greater one is set as the upper limit of torque.